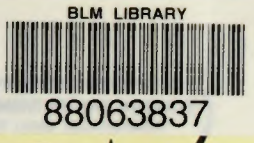


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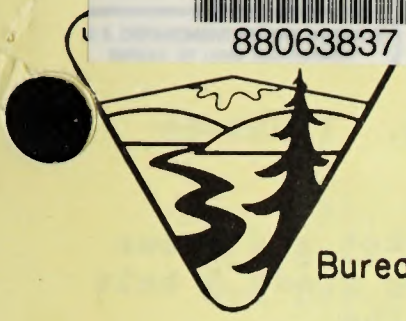
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TECHNICAL NOTE

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Bureau of Land Management U.S. DEPARTMENT OF THE INTERIOR

FORD TRUCKS

I. Power Steering Control Valve Sleeve Lubrication. (All 1969 and past Model 500 - 1000 Series trucks with linkage type power steering).

Lubrication of this sleeve is a normal maintenance item at each 4,000 miles. Failure to lubricate the sleeve could result in a rust build-up on the sleeve. If this condition is encountered, disassemble control valve actuating sleeve and lubricate with specified chassis grease (refer to Volume One, Page 3-58, Figure 13, of 1968 Truck-Shop Manual).

The control valve sleeve should be lubricated as follows:

1. Lubricate the inner sleeve through the zerk fitting with CIAZ-19590-B grease; whenever the front axle spindle pins are lubed at 4,000 mile intervals, and prior to placing a vehicle in service after installation of a new assembly that includes the control valve inner and outer sleeve.

2. Coat the outer diameter of the inner sleeve with CIAZ-19590-B grease. Prior to assembly whenever the Control Valve Inner and/or Outer Sleeve is disassembled or replaced and after both sleeves have been cleaned and checked for free movement as outlined on Page 3-11 of the 1968 Truck-Shop Manual, Volume One.

II. Air Brake System - Automatic Moisture Ejection Valve. (W & WT 1000 -- 1966 1/2 - 1969).

An automatic moisture ejector valve for these vehicles is now available. Owners that prefer the automatic system rather than perform the daily maintenance requirement can install the new valves on past Model W Trucks. Remove existing air reservoir drain cocks and install one valve in each reservoir tank. Do not install a valve in the dual section protected reservoir.

<u>REQ.</u>	<u>PART NO.</u>	<u>NAME</u>
2	C8HZ-2A-131-A	Valve
(Incorporated in production approximately March 3, 1969)		

III. Front Shock Absorbers Upper Bracket Loosens. (1967-69 F-B500-750 Series with bolted brackets).

Remove the existing bolt and drill out bracket and frame to 1/2 inch hole and install 1/2-13 x 2 inch long grade 8 bolt and torque retaining nut. Torque to 75-105 ft. lbs.

PARTS

<u>PART NO.</u>	<u>NAME</u>
380788-S2	1/2-13 x 2 in. long bolt

IV. Difficult Shifting. (1969 E100/300)

Increase bushing bores in gear shift to bracket and replace bushing.

1. Remove windshield washer reservoir and position to one side.
2. Disconnect shift rods at shift levers.
3. Remove backup lights switch actuator arm.
4. Position floor mat aside and remove column to floor cover plates.
5. Disconnect flex couplings at flange at the two attaching bolts.
6. Disconnect turn signal wires.
7. Disconnect column from instrument panel and remove column assembly from vehicle.
8. Remove three screws retaining shift tube bracket to column and slide bracket away from column.
9. Remove shift lever pins and remove shift lever bracket.
10. Remove lube fitting (manual only), turn bushing, remove pin and disassemble lever and shift assembly.
11. Inspect bracket bores and ream to .823 inches.
12. Thoroughly clean tube, bracket and lever bores and lubricate shift, levers, and bushings with ESB-MIC31-A lubricant.

13. Install new bushings (C8UZ-7335-A, Class C) and assemble bracket and its related parts on the shift tube and retain with locked pin.

14. Position shift tube on the steering column and install the three retaining screws. Tighten evenly and torque 4-6 ft. lbs.

15. Position new column assembly in vehicle and fasten to instrument panel.

16. Install two bolts on flex coupling and torque to specifications.

17. Install steering column to floor pan and position floor mat.

18. Connect turn signals harness.

19. Install backup light switch and adjust.

20. Connect shift levers.

21. Install windshield washer reservoir. The bushing lubricant cycle is each 6,000 miles.

V. Stop Lamp Switch Improvement. (Medium, heavy and extra heavy trucks with air brakes - 1969 and past models).

A new improved stop lamp switch has become available and can be used on past model trucks.

PARTS

PART NO.

PART NAME

C9TZ-13480-A

Stop Lamp Switch

VI. Hub Cap Retention. (F&P250/350-1968-69)

To improve retention remove hub caps and grind the rolled inner edge of the cap at two opposite spots to match the two retaining bosses on the wheel. Remove metal from the inner rolled edge to a point approximately one-third of the total edge. Refer to Figure 1.

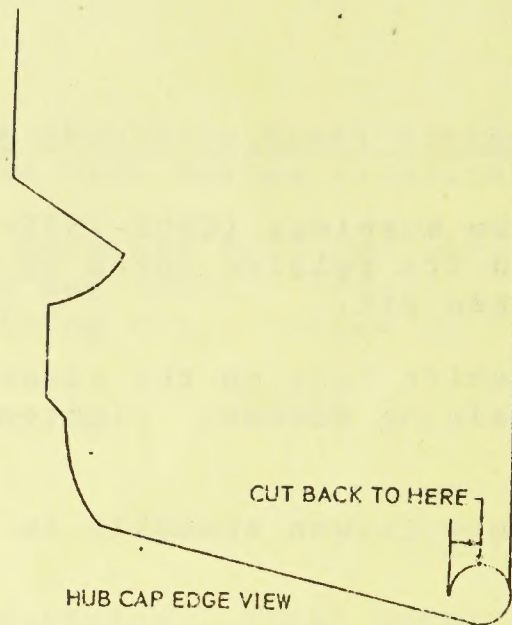


Figure 1

VII. Horn - Fails to Operate. (1969 Econoline)

1. Check circuit continuity by physically grounding the small flex joint pin to the steering shaft flange. Poor conductivity may be caused by heavy phosphate coating on the shaft flange; therefore, it is important that a positive ground be made when checking for horn operation.

2. Visually check if the copper ground strap is intact. If the ground strap is intact and the horn operates when grounded, loosen the two flex joints to shaft flange nuts and retorque to 12-16 ft. lbs. This operation will assure positive grounding of nut to shaft flange.

3. If the ground strap is broken, install a new flex joint assembly, as follows: Parts: Before Serial D68001, use C6TZ-3A525-B. After Serial D68001, use C8UZ-3A525-B.

VIII. Front Shock Absorber Lower Mountain Bolt. (All 1966-69 C & CT Series with 7,000 through 15,000 lb. front axle and 175 in. wheelbase)

C850 with center point steering. Does not apply to C800-850 and C8000 with center point steering.

A new shock absorber kit contains a 1/2 in. longer shock absorber, lower mounting stud and spacer for assurance against bolt bending.

<u>PART NO.</u>	<u>REQUIRED</u>
B8QZ18124-A Kit	Two Per Vehicle

IX. Dust or Air Entry into 1969 Econoline. (1969 Econoline)

To reduce dust or air entry apply a bead of caulking cord around the edge of the fuel filter housing where it contacts the body.

X. Leaking Rear Wheel Seals and/or Overheating Rear Brakes.
(All medium, heavy and extra heavy trucks)

In case of subject problem, check inner wheel bearings for correct clearance from .001 to .002 inches between the bearings inner diameter and the axle housing outer diameter. Replace bearing of clearance if incorrect.

XI. Hard First or Reverse Shift. (1969 C Series, Trucks with Clark 280 Series Transmission)

Lubricate the first reverse shift finger shaft.

1. Remove the first and reverse shift finger assembly from the transmission rear crossing shaft housing.
2. Remove any corrosion.
3. Remove and discard the rubber "O" ring from the first reverse finger assembly and do not replace when reassembling.
4. Coat parts with MIC53-A grease and reinstall.

XII. Latch-Body Side Door Window Will Not Stay Open. (Econoline 1969 Models 82 A B C and Model 89)

Remove the latch pin and lift and replace with improved parts as follows:

PARTS

<u>PART NO.</u>	<u>DESCRIPTION</u>
C9UZ-8927188-A	Pin
C9UZ-8927189-A	Clip

XIII. Grounded Starter Cable to Frame. (1968 - 69 F&B 500-750 Series Trucks)

To preclude the starter cable grounding on the frame, mount a new cable support, C4TZ-14550-A, to the right hand fender apron using a self tapping screw, Part No. 55981-S2 (1/4 inch - 14 x 1/2 inch). Refer to Figure 2.

PARTS

<u>PART NO.</u>	<u>PART NAME</u>
C4TZ-14550-A	Starter Cable Support
55981S2	Self Tapping Screw (1/4 inch-14 x 1/2 inch)

XIV. Transmission Jumps Out of Fourth or Fifth Gear. (1967-68 heavy duty trucks with Spicer 5000 or 6000 Series transmission)

Install a new synchronizer which includes hopping guard and new output shaft.

<u>PART NO.</u>	<u>NAME</u>	<u>APPLICATION</u>
C9TZ-7124-A	Synchronizer 4th and 5th	5000 Series (Gas)
C9TZ-7124-B	Synchronizer 4th and 5th	5825 Series
C9TTZ-7124-C	Synchronizer 4th and 5th	6000 Series
C9TZ-7061-C	Output Shaft	All 5000 Series
C9TZ-7061-D	Output Shaft	All 6000 Series

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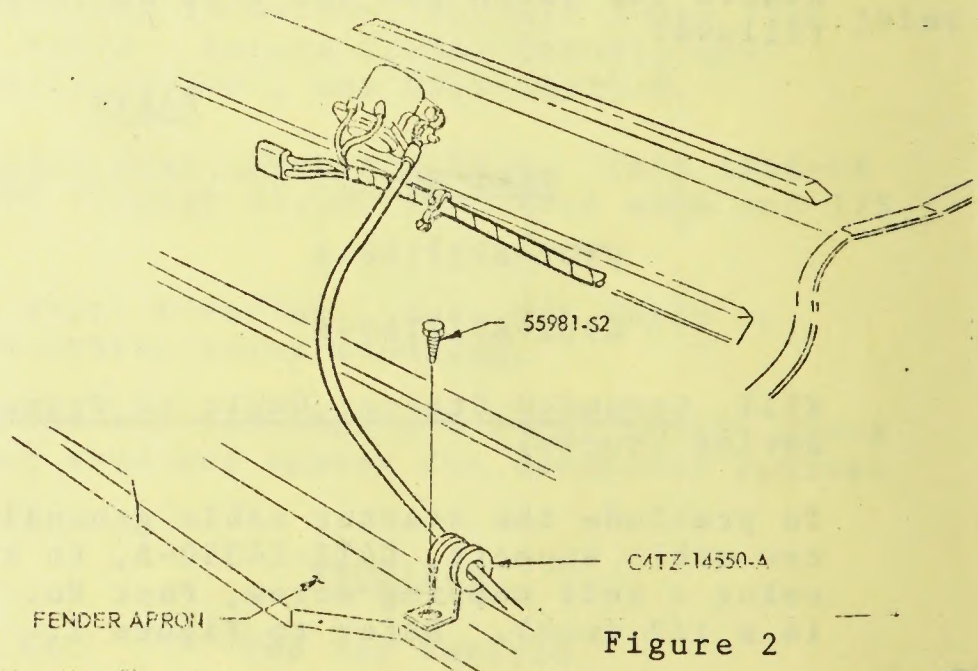


Figure 2